



Project: Transit Oriented Development
Parking Study

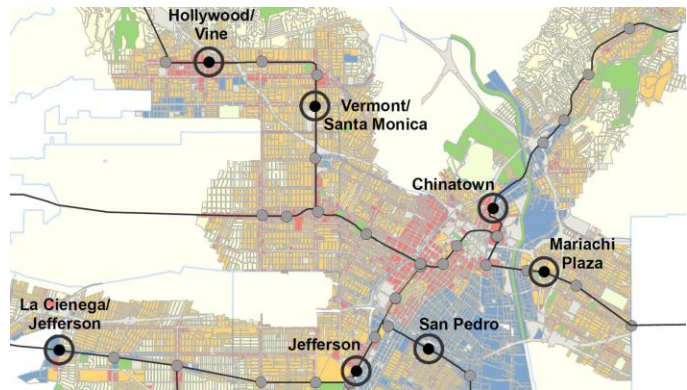
Location: Los Angeles, Los Angeles
County

Timeframe: 2011 - 2012

Project Partners: City of Los Angeles

Project Services

- Existing Parking Supply and Utilization Study
- Parking Data Collection
- Parking Inventory Analysis
- Policy Recommendations



This Compass Blueprint study created an inventory of public and private parking spaces within transit-oriented districts in the City of Los Angeles and analyze their utilization.

Goals

- Survey of best practices
- Inventory of existing standards and supply
- Analysis of parking demand generation
- Recommendations for future study, and policy direction

The City's 1993 Land Use and Transportation Policy (LUTP) calls for the adoption of parking requirements appropriate to transit-oriented districts including the establishment of minimum and maximum on-site parking ratios for new development adjacent to the transit stations. The LUTP calls for a concentration of mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around transit stations. However, despite the innovative policies embraced by the LUTP, parking standards in the areas adjacent to the city's high-density stations remain the same today as those of low-density neighborhoods. The study evaluated the existing parking capacity and demand in public and private developments within an eighth of a mile around the chosen stations. The results of this evaluation will guide the City in choosing a policy course for parking requirements in developments at and near the city's 74 existing and 15 future transit stations.

Results

- Studied pricing strategies and parking fees based on location
- Highland Park, Laurel Canyon, Soto and Sylmar have estimated parking demand that approximately matches the measured supply
- Hollywood/Vine is shown to have an estimated parking surplus, due to a large employer structure
- San Pedro and Vermont/Sunset are shown to have excess parking demand.
- Wilshire/Western is shown to have excess parking supply
- Research points towards case-by-case solutions rather than area-wide or citywide blanket policies due to the widely varying characteristics of TOD areas
- Recommendations:
 - Focus further research on TOD areas with high parking utilization and higher parking fees
 - Work with major businesses in key TOD areas to better understand their opinions and programs relating to transit and parking
 - Focus on TODs in lower income areas